



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption		<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-54, 136-30, 20-141, 20-115.1.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: Rural Speed Zones, Route Changes, STAA National Truck Network.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: March 08, 2018					

March 08, 2018

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

Rural Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

COUNTY GUILFORD

DIVISION 7

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
GUILFORD GREENSBORO	1074619	I 785	65	65	Between the southernmost intersection with I-85, a point 0.48 mile south of SR 3000 (McConnell Road) and US 29.
GUILFORD GREENSBORO	1074620	I 840	65	65	Between SR 2085 (Joseph Bryan Boulevard) and US 220.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
GUILFORD	1020748	I 840	65	65	From I-40/I-85 northward to US 70.

Route Changes

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

COUNTY GUILFORD

DIVISION 7

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
GUILFORD	1073750	I 840	Add I 840 along new alignment between SR 2085 (Joseph Bryan Boulevard) and US 220 (Battleground Avenue). Project U-2524C.
GUILFORD	1073751	I 840	Add I 840 along new alignment of I 785 between US 29 (OHenry Boulevard) and US 70 (Burlington Road). Project U-2525B.
GUILFORD	1073752	I 785	Add I 785 along new alignment between US 29 (OHenry Boulevard) and US 70 (Burlington Road). Project U-2525B.

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1.

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
GUILFORD	1073753	I 840	National Network between SR 2085 (Joseph Bryan Boulevard) and US 220 (Battleground Avenue).
GUILFORD	1073754	I 785	National Network between US 29 (OHenry Boulevard) and US 70 (Burlington Road).
GUILFORD	1073755	I 840	Network, concurrent with I 785 between US 29 (OHenry Boulevard) and US 70 (Burlington Road).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-54, 136-30, 20-141, 20-115.1).

All the actions to the Highway Traffic Ordinances herein adopted are effective March 08, 2018 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Rural Speed Zones	2	1
Route Changes	3	0
STAA National Truck Network	3	0
Total	8	1

For ordinances requiring signing, the Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the erection of such signs.

March 08, 2018

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

March 8, 2018

In Reply Refer To:
HEPH-20

James H. Trogon, P.E.
Secretary
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27699-1501

Dear Mr. Trogon:

Thank you for the North Carolina Department of Transportation's (NCDOT) letters requesting the addition of segments to the Interstate Highway System in North Carolina. We sincerely apologize that our review of your request prevented us from replying sooner.

On June 23, 2017, NCDOT requested that a 4.60-mile portion of High Priority Corridor 40—known as the Greensboro Corridor—from U.S. Route 70 to U.S. Route 29, be added as I-785. Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended, designated the Greensboro Corridor as a future part of the Interstate Highway System.

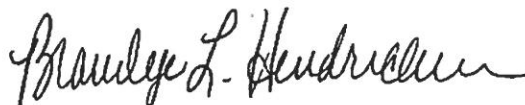
On August 2, 2017, the NCDOT requested that this segment be co-numbered as I-840. The NCDOT further requested on August 2 that a 3.1-mile portion of the Greensboro Loop from Joseph Bryan Boulevard to U.S. Route 220 be added to the Interstate System as a segment of I-840. The Greensboro Loop is the name of the route designated by the future Interstate agreement between NCDOT and the Federal Highway Administration in 2011.

Our North Carolina Division Office confirms that the segments described in your request meet American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards. The requested segment from U.S. Route 70 to U.S. Route 29 also meets a statutory requirement by connecting to I-840 per the designation requirements stated in Section 1105(e)(5)(A). The segment from Joseph Bryan Boulevard to U.S. Route 220 also meets a statutory requirement by connecting to I-840 and ending at a major traffic generator per the designation requirements of Title 23, United States Code, Section 103(c)(4)(A).

Based on our reviews and AASHTO's conditional approval of the numbering, I hereby approve the addition of the segment from U.S. Route 70 to U.S. Route 29 to the Interstate

System as I-785/I-840 and the segment from Joseph Bryan Boulevard to U.S. Route 220 to the Interstate System as I-840.

Sincerely,

A handwritten signature in black ink, reading "Brandy L. Hendrickson". The signature is written in a cursive, flowing style.

Brandy L. Hendrickson
Acting Administrator

cc: Keith Platte (AASHTO)



American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- ☐ Elimination of a U.S. (Interstate) Route
- ☐ Establishment of a U.S. (Interstate) Route
- ☒ Extension of a U.S. (Interstate) Route
- ☐ Relocation of a U.S. (Interstate) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☐ **Recognition of a Business Route on U.S. (Interstate) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

I-840

AASHTO Use Only

Action taken by SCOH:

Between I-73 (Greensboro) and US 220 (Greensboro)
 Between US 29 (Greensboro) and US 70 (Greensboro)

The following states or states are involved:
North Carolina

- ***"Recognition of..."A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: August 25, 2017

SUBMIT APPLICATION ELECTRONICALLY TO pngethe@ashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

This application is requesting to extend I-840 on new alignment between I-73 and US 220 in northwest Greensboro and between US 29 and US 70 in northeast Greensboro. These sections are newly constructed multi-lane, controlled access facilities located along the Greensboro Outer Loop. The section of freeway between US 29 and US 70 is part of the congressionally designated high priority Greensboro Corridor, I-785, from Greensboro to the North Carolina/Virginia State line. These sections of the Greensboro Loop have previously been approved as Future I-840 by FHWA in August 2011. In addition, a resolution by the Greensboro Urban Area MPO supports the designation of these segments as I-840.

Date facility available to traffic December 31, 2017

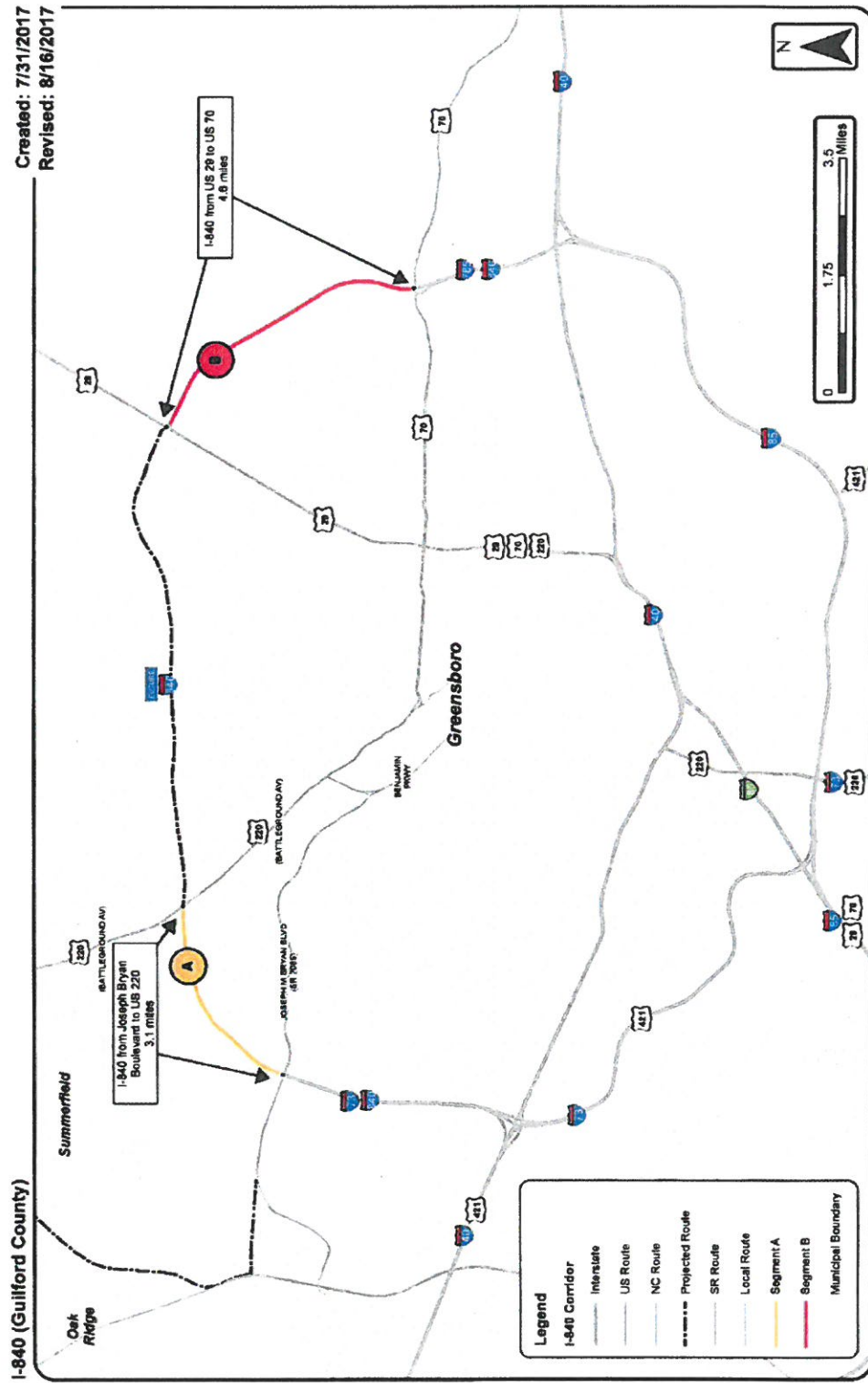
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-785

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngthe@aaashito.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

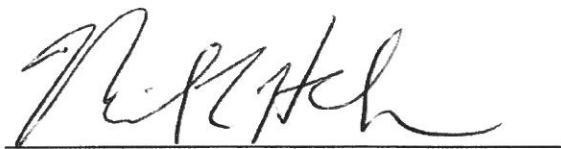


The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 40,300 as compared to 50,875 for the year 2015 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.



(Signature)

Chief Executive Officer

N. C. DEPT. OF TRANSPORTATION

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..

	1	2	3	4	5	6	7	8	9	10	11
Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
					Percent	Percent	Percent	Percent	Percent		
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length
0											
1											
2	A	H	E	36,121	None	None	None	None	None	None	None
3											
					Future I-840 to be constructed at a later date						
14											
15											
16	B	H	E	43,044	None	None	None	None	None	None	None
17											
18											

Contact Information:

Renee B. Roach, P.E.

rroach@ncdot.gov

919-814-5020 (phone)

919-771-2745 (fax)

The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

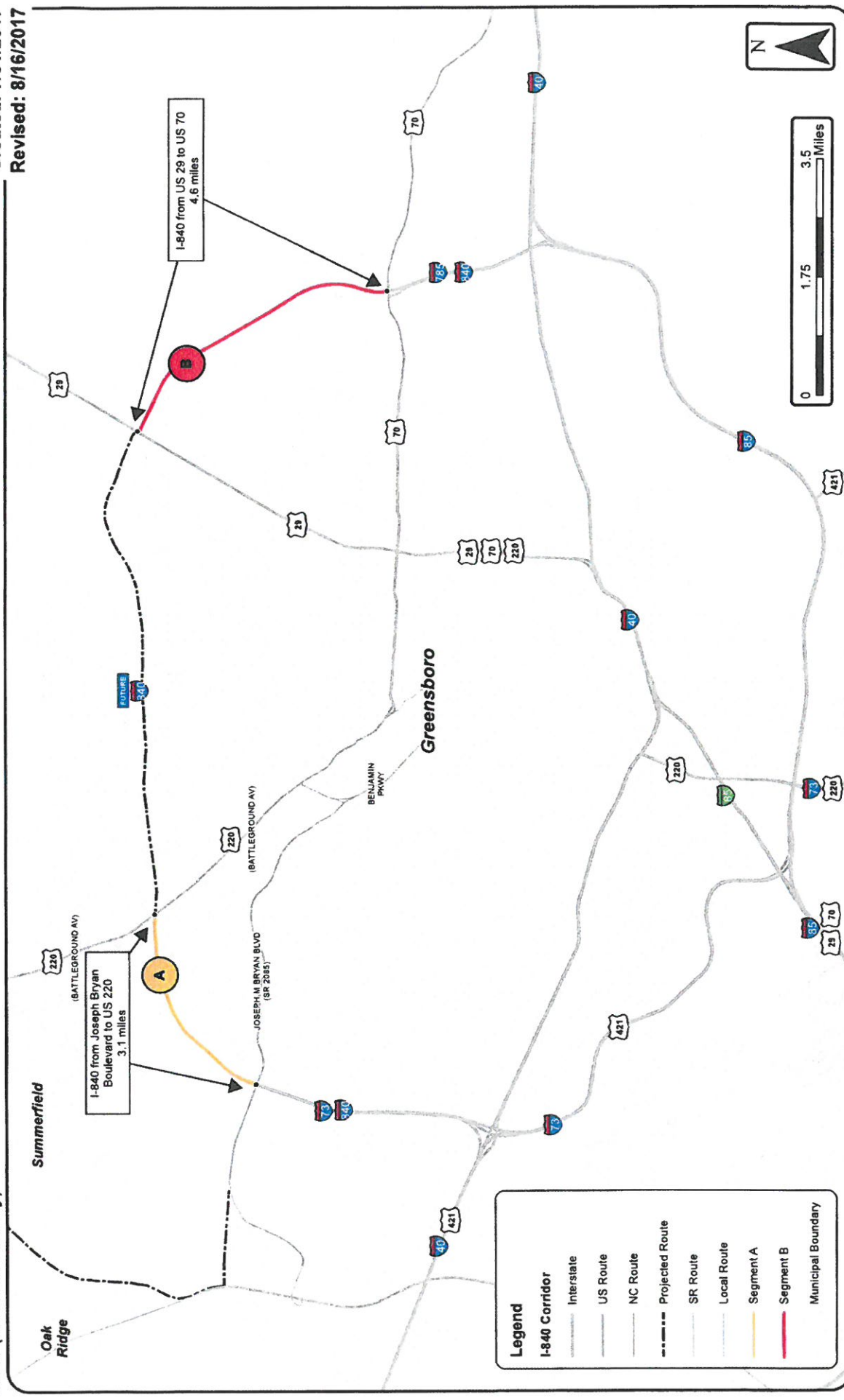
Begin your description here in unformatted single spaced paragraph format:

Segment A begins at I-73 in northwest Greensboro and goes north and east. This multi-lane, fully access controlled facility is traveling along a new location in a north and eastern direction, with the focal point city being Greensboro. Also, this portion of the route covers approximately 3.1 miles and ends at US 220 in northern Greensboro.

Segment B begins at US 29 in northeast Greensboro and goes south and east. This multi-lane, fully access controlled facility is travelling along a new location in a south and eastern direction, with the focal point city being Greensboro. Also, the route covers approximately 4.6 miles and ends at US 70 in eastern Greensboro.

Revised Log for the U.S. Route Numbering Database:

N/A – Application is for Interstate Route





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 2, 2017

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration – NC Division
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601-1418

SUBJECT: Request for extension of (Interstate 840) to the Interstate System

Dear John:

This letter is a request for continuation of both eastern and western portions of the Greensboro Loop I-840 in Guilford County previously approved as future I-840 on August 2, 2011. The proposed eastern section of I-840 route is from US 70 to US 29. This segment of roadway will coincide with the recent Interstate designation request of Interstate 785. The proposed western section of I-840 route is from Joseph Bryan Boulevard to US 220.

The Eastern portion of the Greensboro Loop extension has been designed and constructed to Interstate standards from US 70 to US 29, a distance of 4.6 miles. The segment is a controlled access, divided, multi-lane freeway on new location east of Greensboro. Also, please note that the existing I-840 freeway between I-40 east of Greensboro north to US 70, and the proposed segment from US 70 northeast to US 29, is part of the high priority corridor from Greensboro, North Carolina to Danville, Virginia.

The Western portion of the Greensboro Loop extension has been designed and constructed to Interstate standards from Joseph Bryan Boulevard to US 220, a distance of 3.1 miles (see attached map). The segment is a controlled access, divided, multi-lane freeway on new location west of Greensboro. Previous approved eastern and western segments of I-840 are National Highway System routes.

We request Federal Highway Administration approval for the extension of the Greensboro Loop I-840 from US 70 (east of Greensboro) to US 29 and Bryan Boulevard west of Greensboro to US 220 to the Interstate system under Title 23 USC 103 (c)(4)(A) a total distance of 7.7 miles.

Mr. John F. Sullivan, III
August 2, 2017
Page 2

We would appreciate your favorable consideration of this request and prompt submission to your Washington office. We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the extension of route number I-840 at the next scheduled meeting. We will appreciate your coordinating this request with the AASHTO Route Numbering Committee and understand approval is needed both by FHWA and the Route Numbering Committee for the I-840 designation.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Holder", with a long, sweeping horizontal line extending to the right.

Michael L. Holder, P.E.
Chief Engineer

MLK:JKL:rbr

Attachments

cc: Secretary James H. Trogdon, III, P.E., w/attachment
Ron Hancock, P.E., Deputy Chief Engineer, w/attachment
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachment
M. Mills., P.E., Division Engineer, w/attachment
Renee B. Roach, P.E., State Signing and Delineation Engineer, w/attachment
Brian Thomas, P.E., Regional Traffic Engineering, w/attachment
Bradley Hibbs, P.E., FHWA, w/attachment

Avery, Lisa N

From: Roach, Renee B
Sent: Friday, July 28, 2017 10:32 AM
To: Braswell, Travis (Robert.Braswell@mottmac.com)
Cc: Avery, Lisa N; Jaeger, Jeff; Thomas, Brian C
Subject: FW: Request to Add Section to I-785 in Guilford County NC

Categories: To Do

Good news we do not need an AASHTO application for I-785- So we are only submitting one application for I-840.

Renee B. Roach, PE, CPM

State Signing and Delineation Engineer
Mobility and Safety Division, Signing and Delineation Unit
North Carolina Department of Transportation

919 814-5020 office
rroach@ncdot.gov
1561 Mail Service Center
Raleigh, NC 27699-1561
750 N. Greenfield Parkway
Garner, NC 27529



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Hibbs, Bradley (FHWA) [mailto:Bradley.Hibbs@dot.gov]
Sent: Friday, July 28, 2017 8:20 AM
To: Roach, Renee B <rroach@ncdot.gov>
Subject: FW: Request to Add Section to I-785 in Guilford County NC

Renee, see Kevin's answer on AASHTO coordination.

Brad Hibbs
Operations Engineer
FHWA-NC
919-747-7006

From: Adderly, Kevin (FHWA)
Sent: Thursday, July 27, 2017 5:42 PM

To: Hibbs, Bradley (FHWA) <Bradley.Hibbs@dot.gov>
Subject: RE: Request to Add Section to I-785 in Guilford County NC

Brad

No need to go to AASHTO. The old request covers this. Have a great weekend.

Kevin

From: Hibbs, Bradley (FHWA)
Sent: Thursday, July 27, 2017 1:52 PM
To: Adderly, Kevin (FHWA) <kevin.adderly@dot.gov>
Subject: RE: Request to Add Section to I-785 in Guilford County NC

Thank you.

From: Adderly, Kevin (FHWA)
Sent: Thursday, July 27, 2017 1:51 PM
To: Hibbs, Bradley (FHWA) <Bradley.Hibbs@dot.gov>
Subject: RE: Request to Add Section to I-785 in Guilford County NC

Thanks. I am pretty sure this is covered under the 1997 approval that AASHTO gave. I will doublecheck and let you know if it isn't covered and they need to go to AASHTO.

Kevin

From: Hibbs, Bradley (FHWA)
Sent: Thursday, July 27, 2017 10:17 AM
To: Adderly, Kevin (FHWA) <kevin.adderly@dot.gov>
Subject: Request to Add Section to I-785 in Guilford County NC

Kevin, this request is on its way. Please call me if we need to discuss.

I-785 is a Congressionally designated high priority route. Does the NCDOT need to coordinate with AASHTO on this type of request?

Brad Hibbs
Operations Engineer
FHWA-NC
919-747-7006

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 23, 2017

Mr. John F. Sullivan, III
Division Administrator
Federal Highway Administration – NC Division
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601-1418

SUBJECT: Request for Addition to the Interstate System (Interstate 785)

Dear John:

This letter is a request for addition of Interstate Route 785 to the Interstate System in Guilford County from US 70 to US 29. This segment in Guilford County has been constructed to Interstate design standards and is scheduled for completion in September of this year.

The Greensboro corridor was approved by the U.S. Congress as a High Priority Corridor under TEA-21 Section 1211(h)(1)(G) from Greensboro, North Carolina to Danville, Virginia. In addition, the North Carolina Department of Transportation (NCDOT) received approval from AASHTO on November 26, 1997 for I-785 route number designation from Greensboro to the North Carolina/ Virginia State line.

This request is a continuation of I-785 in Guilford County previously approved on July 31, 2013 from Interstate 40 to US 70. The proposed I-785 route from US 70 to US 29 is a controlled access, divided, multi-lane freeway on new location. This segment of roadway will coincide with the current Interstate designation of Interstate 840.

We request Federal Highway Administration approval for the addition of the Greensboro Corridor from US 70 to US 29 in Guilford County to the Interstate system under Section 1105(e) of ISTEA a total distance of 4.60 miles and verification that this high priority segment will be eligible for Interstate Maintenance funding.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office. We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the establishment of route number I-785 at the next scheduled meeting. We will appreciate your coordinating this request with the AASHTO Route Numbering Committee.

Sincerely,

A handwritten signature in black ink, appearing to read "M. L. Holder", written over a horizontal line.

Michael L. Holder, P.E.
Chief Engineer

MLK:JKL:rbr

Attachments

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF THE CHIEF ENGINEER
MAIL SERVICE CENTER 1536
RALEIGH, NC 27601-1536

Telephone 919-707-2500
Fax: 919-733-9428
Customer Service: 1-877-368-4968

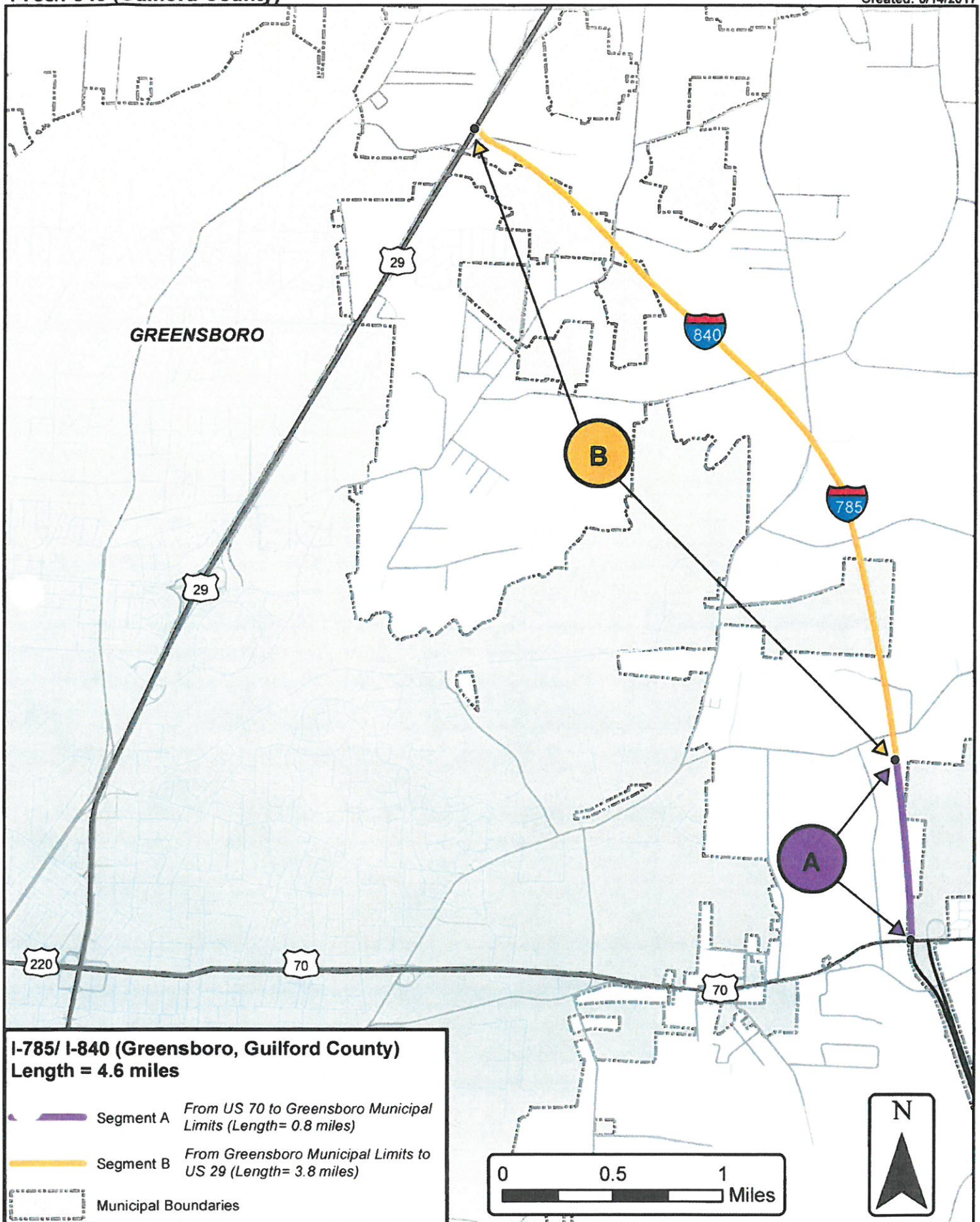
Location:
1 SOUTH WIMINGTON STREET
RALEIGH, NC 27601

Mr. John F. Sullivan, III

June 23, 2017

Page 2

cc: Secretary James H. Trogon, P.E., w/attachments
Ron Hancock, P.E., Deputy Chief Engineer, w/attachments
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments
M. Mills., P.E., Division Engineer, w/attachments
Renee B. Roach, P.E., State Signing and Delineation Engineer, w/attachments
Brian Thomas, P.E., Regional Traffic Engineering, w/attachments
Bradley Hibbs, P.E., FHWA, w/attachments



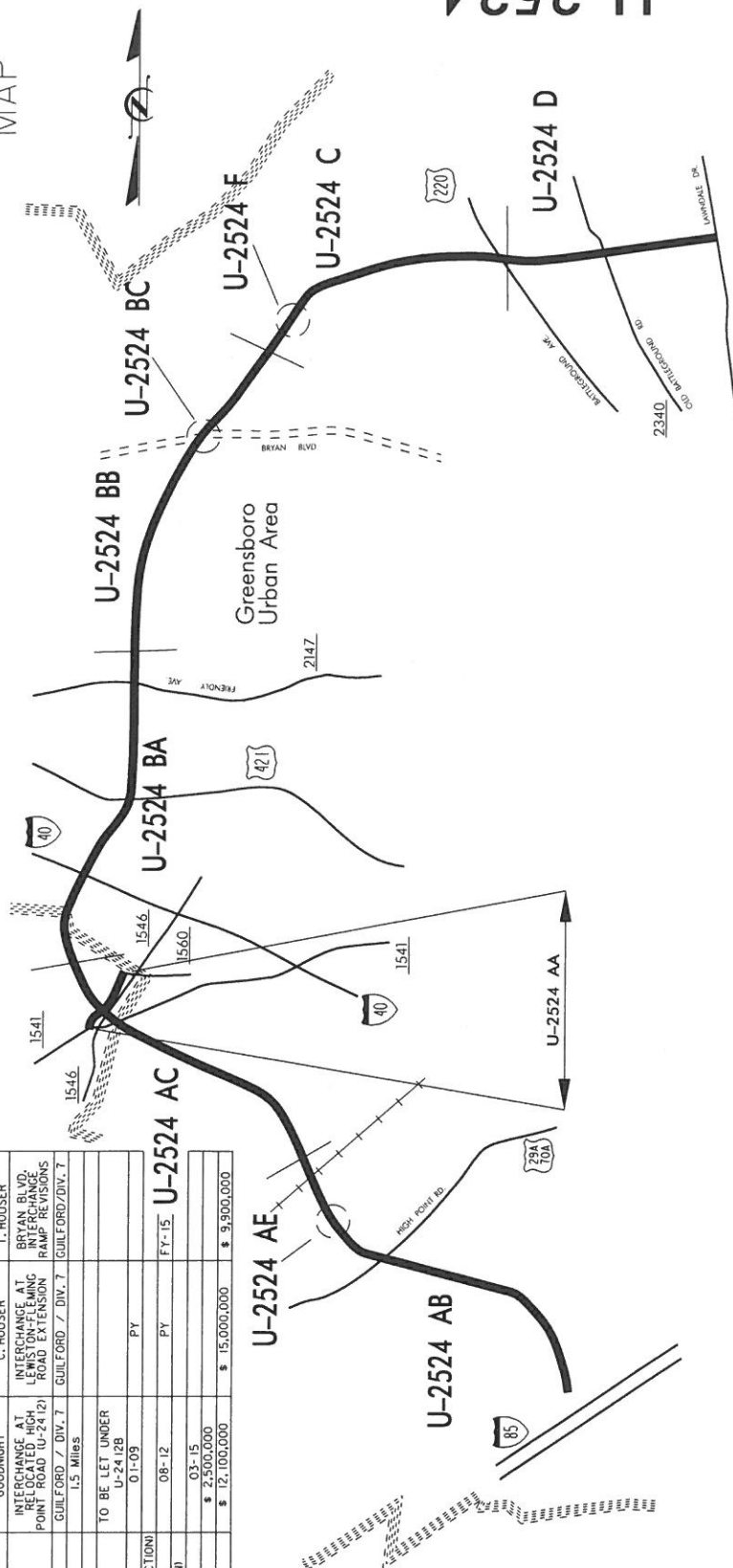
U-2524

GREENSBORO - WESTERN LOOP

GUILFORD COUNTY

PROJECT
BREAKDOWN
MAP

I.D. NO. / D.S.R. NO.	U-2524 AE	U-2524 F	U-2524 BC
WBS	34820	34820	34820
PROJECT ENGINEER	GOODNIGHT	C. HOUSER	T. HOUSER
PROJECT DESCRIPTION	INTERCHANGE AT RELOCATED HIGH POINT ROAD (U-2412)	INTERCHANGE AT LEWISTON-FLEMING ROAD REVISIONS	BRYAN BLVD. INTERCHANGE
COUNTY / DIVISION	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7
LENGTH	1.5 Miles		
TYPE OF CONTRACT			
REMARKS	TO BE LET UNDER U-2412B		
BEGIN B/W ACQUISITION (T.I.P.)	01-09	PY	
BEGIN B/W ACQUISITION (PRODUCTION)			
PROPOSED LETTING (T.I.P.)	08-12	PY	
PROPOSED LETTING (PRODUCTION)			
EST. COMP. DATE (T.I.P.)	03-15		
EST. COMP. DATE (PRODUCTION)			
ESTIMATED B/W COST	\$ 2,500,000		
ESTIMATED CONSTRUCTION COST	\$ 12,100,000	\$ 15,000,000	\$ 9,900,000



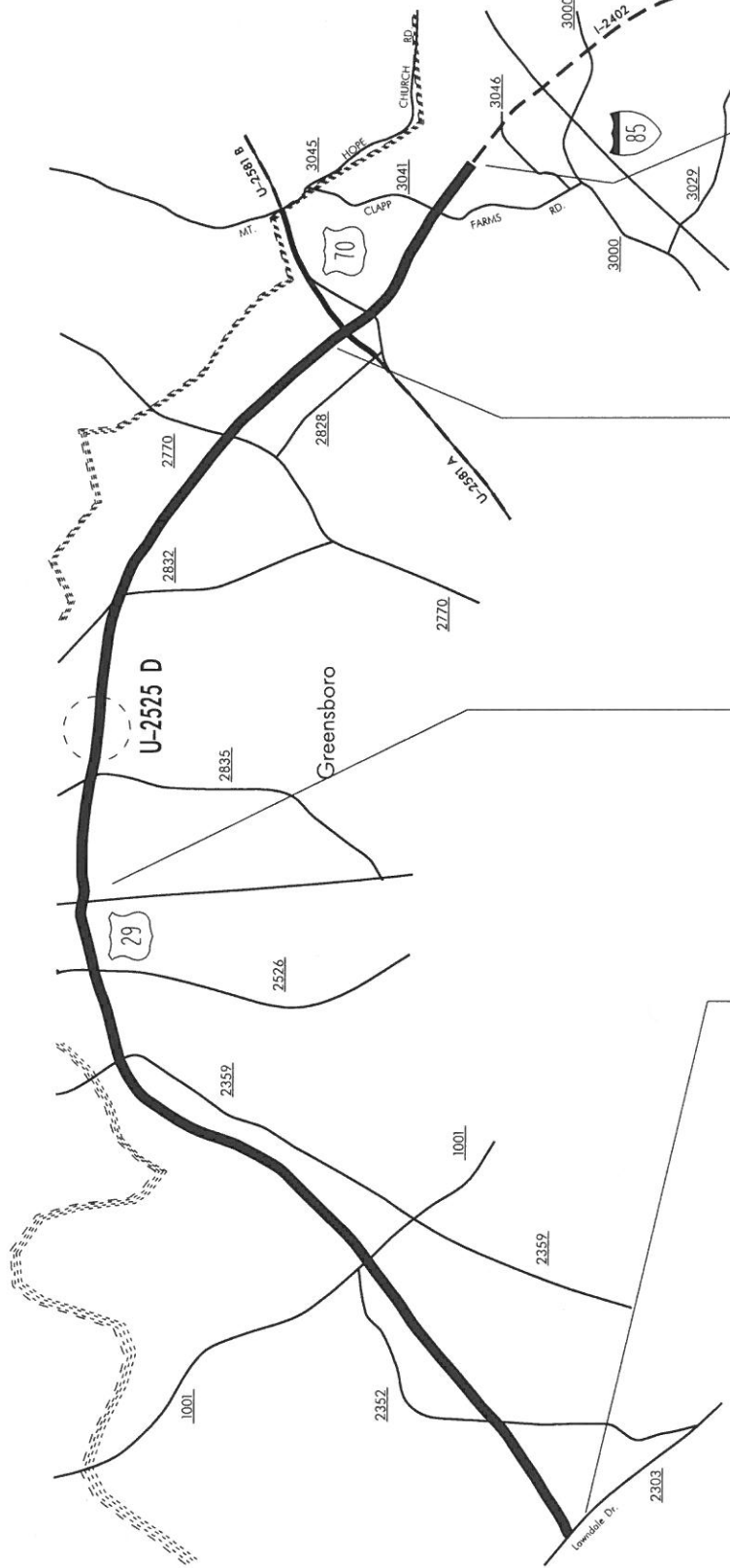
I.D. NO. / D.S.R. NO.	COMPLETE	COMPLETE	COMPLETE	COMPLETE	COMPLETE	COMPLETE	LET
WBS	U-2524 AA	U-2524 AB	U-2524 AC	U-2524 BA	U-2524 BB	U-2524 C	U-2524 D
PROJECT ENGINEER	SPEER	C. HOUSER	C. HOUSER	C. HOUSER	C. HOUSER	HAMDI	HAMDI
PROJECT DESCRIPTION	SR 1546 (GUILFORD COLLEGE RD) FROM I-85 TO N. OF (WENOVER AVE.) TO N. OF SR 1560 (SAPP RD.)	NORTH IF I-85 NEAR GROOMETOWN TO NORTH OF NORFOLK SOUTHERN RAILROAD INTERCHANGE	NORFOLK SOUTHERN RAILROAD TO SOUTH OF I-40 INTERCHANGE	SOUTH OF I-40 INTERCHANGE TO NORTH OF SR 2147	NORTH OF SR 2147 TO NORTH OF BRYAN BLVD.	BRYAN BLVD. TO EAST OF BATTLEGROUND AVE.	EAST OF BATTLEGROUND AVE. TO EAST OF LANESDALE DR.
COUNTY / DIVISION	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7
LENGTH	1.19 Miles	2.757 Miles	2.469 Miles	2.938 Miles	1.867 Miles	3.6 Miles	2.1 Mile
TYPE OF CONTRACT	RELOCATION OF GUILFORD COLLEGE ROAD						
REMARKS							
BEGIN B/W ACQUISITION (T.I.P.)	1-97	9-00	9-00	11-00	09-11	09-11	09-11
BEGIN B/W ACQUISITION (PRODUCTION)							
PROPOSED LETTING (T.I.P.)	9-98	11-03	11-03	7-03	7-03	09-13	FY-17
PROPOSED LETTING (PRODUCTION)							
EST. COMP. DATE (T.I.P.)	9-01	7-08	7-08	3-08	3-08	03-18	
EST. COMP. DATE (PRODUCTION)							
ESTIMATED B/W COST	\$ 3,300,000	\$ 9,100,000	\$ 12,200,000	\$ 16,500,000	\$ 14,700,000	\$ 6,590,000	\$ 11,773,000
ESTIMATED CONSTRUCTION COST	\$ 6,700,000	\$ 95,100,000	\$ 41,400,000	\$ 74,700,000	\$ 40,300,000	\$ 138,400,000	\$ 54,600,000

UPDATED - 11/26/13

U-2525 GUILFORD COUNTY

Greensboro Eastern / Northern Loop

PROJECT
BREAKDOWN
MAP



U-2525

L.D. NO. / D.S.R. NO.		U-2525 D	U-2525 C (FORMERLY U-2526)	U-2525 B	U-2525 A
PROJECT ENGINEER		3482.1	3482.1	3482.1	3482.1
PROJECT DESCRIPTION		CONE BLVD INTERCHANGE	US 29 NORTH OF GREENSBORO TO SR 2303 (LANDALE DRIVE)	NORTH OF US 29 TO RELOCATION TO US 29 NORTH OF GREENSBORO	0.4 MILES SOUTH OF SR 3041 (CLAPP FARMS ROAD) TO US 70 RELOCATION
COUNTY / DIVISION		GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7	GUILFORD / DIV. 7
LENGTH		6.0 Miles	6.0 Miles	5.0 Miles	1.809 Miles
TYPE OF CONTRACT					
REMARKS					
BEGIN R/W ACQUISITION (T.I.P.)					
BEGIN R/W ACQUISITION (PRODUCTION)					
PROPOSED LETTING (T.I.P.)					
PROPOSED LETTING (PRODUCTION)					
EST. COMP. DATE (T.I.P.)					
EST. COMP. DATE (PRODUCTION)					
ESTIMATED R/W COST					
ESTIMATED CONSTRUCTION COST					
TOTAL PROJECT COST		\$ 15,000,000	\$ 147,300,000	\$ 21,400,000	\$ 5,000,000
TOTAL PROJECT COST				\$ 114,100,000	\$ 21,800,000

NOTE: PROJECT SCHEDULES AND ESTIMATED COSTS ARE ACCURATE AS OF THE DATE SHOWN.

UPDATED - 11/26/13